



Hongkong Daily Press.

ESTABLISHED 1857

ON SALE
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FOR 1911.
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Settlements throughout the Far
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No. 16,666 號六十六百六十六萬壹第 日六初月八年三統宣 HONGKONG, WEDNESDAY, SEPTEMBER 27TH, 1911. 三拜禮 號七十二月九年一十百九千一英港香 PRICE, \$3 PER MONTH.

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Hongkong, 29th April, 1908. [a798]

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TIME TABLE.

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7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
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11.00 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
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Hongkong 14th June, 1911. [a545]

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" Draft " " "	22 "	25 "

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[a54]

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[a715]

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[a26]



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[a92]

CANTON KOWLOON RY.

TIME TABLE.

On and after 3rd October, 1911, until further notice.

Previous Time-Tables cancelled.

DOWN TRAINS										UP TRAINS									
STATIONS	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	STATIONS	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18
Canton	7.55	14.25								Kowloon	14.25	8.00	11.00						
Shek Pai	arr.	dep.	7.58	14.28						Hung Hom	arr.	dep.	8.02	11.04					
Che Pi	arr.	dep.	8.02	14.32						Yau Ma Tei	arr.	dep.	8.05	11.07					
Wu Chung	arr.	dep.	8.06	14.36						Siu Tin	arr.	dep.	8.08	11.10					
Nan Kong	arr.	dep.	8.10	14.40						Tai Po	arr.	dep.	8.11	11.13					
Sun Tong	arr.	dep.	8.14	14.44						Tai Po Market	arr.	dep.	8.14	11.16					
Tong Mei	arr.	dep.	8.18	14.48						Fan Ling	arr.	dep.	8.17	11.19					
Nga Yeo	arr.	dep.	8.22	14.52						Shun Chai	arr.	dep.	8.20	11.22					
Siu Tung	arr.	dep.	8.26	14.56						Shun Chai	arr.	dep.	8.23	11.25					
Shek Ha	arr.	dep.	8.30	15.00						Shun Chai	arr.	dep.	8.26	11.28					
Shek Tan	arr.	dep.	8.34	15.04						Shun Chai	arr.	dep.	8.29	11.31					
Shek Lik	arr.	dep.	8.38	15.08						Shun Chai	arr.	dep.	8.32	11.34					
Shek Lung	arr.	dep.	8.42	15.12						Shun Chai	arr.	dep.	8.35	11.37					
Sal Wu	arr.	dep.	8.46	15.16						Shun Chai	arr.	dep.	8.38	11.40					
Nam Shek	arr.	dep.	8.50	15.20						Shun Chai	arr.	dep.	8.41	11.43					
Wang Lik	arr.	dep.	8.54	15.24						Shun Chai	arr.	dep.	8.44	11.46					
Sheung Ping	arr.	dep.	8.58	15.28						Shun Chai	arr.	dep.	8.47	11.49					
Muk Lun	arr.	dep.	9.02	15.32						Shun Chai	arr.	dep.	8.50	11.52					
Tai Tong	arr.	dep.	9.06	15.36						Shun Chai	arr.	dep.	8.53	11.55					
Cheung Mak	arr.	dep.	9.10	15.40						Shun Chai	arr.	dep.	8.56	11.58					
Tai & Shek	arr.	dep.	9.14	15.44						Shun Chai	arr.	dep.	8.59	12.01					
Lau Tsan	arr.	dep.	9.18	15.48						Shun Chai	arr.	dep.	9.02	12.04					
Tong Toi	arr.	dep.	9.22	15.52						Shun Chai	arr.	dep.	9.05	12.07					
Shek Ku	arr.	dep.	9.26	15.56						Shun Chai	arr.	dep.	9.08	12.10					
Tin Tong	arr.	dep.	9.30	16.00						Shun Chai	arr.	dep.	9.11	12.13					
Ying Wu	arr.	dep.	9.34	16.04						Shun Chai	arr.	dep.	9.14	12.16					
Li Lung	arr.	dep.	9.38	16.08						Shun Chai	arr.	dep.	9.17	12.19					
Pu Koi	arr.	dep.	9.42	16.12						Shun Chai	arr.	dep.	9.20	12.22					
Shun Chai	arr.	dep.	9.46	16.16						Shun Chai	arr.	dep.	9.23	12.25					
Fan Ling	arr.	dep.	9.50	16.20						Shun Chai	arr.	dep.	9.26	12.28					
Tai Po Market	arr.	dep.	9.54	16.24						Shun Chai	arr.	dep.	9.29	12.31					
Tai Po	arr.	dep.	9.58	16.28						Shun Chai	arr.	dep.	9.32	12.34					
Shi Tin	arr.	dep.	10.02	16.32						Shun Chai	arr.	dep.	9.35	12.37					
Yau Ma Tei	arr.	dep.	10.06	16.36						Shun Chai	arr.	dep.	9.38	12.40					
Hung Hom	arr.	dep.	10.10	16.40						Shun Chai	arr.	dep.	9.41	12.43					
Kowloon	arr.	dep.	10.14	16.44						Shun Chai	arr.	dep.	9.44	12.46					

By Order,
E. S. LINNARD, Manager,
British Section,
Canton-Kowloon Railway.

By Order,
The Administration,
Imperial Chinese Section,
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Only communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

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Telephone: 5th Ed. Lanes
P. O. Box, 24. Telephone No. 12.

BIRTH.

At Chester, on the 25th September, the wife of M. H. LOXAN, of a son. [1190]

DEATHS.

At Singapore, on September 16th, ALEXANDER MONTAGUE PERREAU, late Chief Clerk, Stamp Office, Treasury, aged 68 years.

At Rangoon, LOUIS PHILIPPE VAN CUYLENBERG, Advocate and Solicitor of the Supreme Court, Straits Settlements and F.M.S., aged 48.

HONGKONG OFFICE: 10A, DES VOUX ROAD
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 27TH, 1911.

Some years ago a distinguished Japanese educationist was invited to deliver a course of lectures on Education in Japan before a learned body of English educationists, the lectures being delivered, we believe, as a course in one of the colleges affiliated to London University. It was recorded at the time that the lecturer made it his chief duty to obtain a good translation of the Imperial Edict on Education, on which Japan's modern educational system is supposed to be founded. The introduction of Eastern ideas to the Western world which such a procedure implies was met at the time with some ridicule, perhaps not altogether deserved, if the Japanese lecturer meant the Imperial Edict simply to be taken as showing the spirit in which Japanese education is conducted. Certainly the Edict had and still has a great effect on Japanese education in inspiring both teachers and scholars to put forth their best efforts. But as the sanctity of the Japanese Imperial Throne cannot be expected to have the same force in Western countries,

the lecturer's anxiety to lay the Edict before English educationists as a practical guide shows an astonishing naïveté. However, if the Japanese lecturer showed a certain amount of simplicity, he was not alone, for the English authorities who sought to learn something from Japanese educational methods either possessed very short memories or imagined the Japanese a race of alchemists able to turn any metal supplied to them at once into the purest gold. The fact is, of course, that the Japanese educational system is founded strictly on Western models—adapted to meet Eastern requirements, it is true, but then a scheme of education adapted to the East hardly seems suitable for re-introduction to the West. The inauguration of Japan's modern system of education was recently recounted in a Japanese magazine by one who held the post of Vice-Minister of Education for twenty-five years, and it forms an amusing commentary on Western ideas. In was in the year 1872 that the present system of education was determined on, but how to set about the work nobody knew. In the first place, there were no teachers trained in modern methods, so a Normal College had to be established, but even the conduct of such a school was unknown. Eventually an American graduate of a Normal College was engaged and students were sent to America to study methods of teaching. Even for reading-books resource was had to America, the American readers being literally rendered into Japanese. To-day foreign influences are still to be found in the readers used in the primary school, where among much that is purely Japanese are to be found many texts founded on English and German models. The purely Western origin of Japan's educational system is thus acknowledged by one of the leading Japanese educationists, and while it is true that much has been done to remodel and reform the Western system, whether these reforms have been altogether successful is doubtful even to the Japanese themselves. Many complaints have been heard lately as to the inefficiency of the education, more especially on the moral side. Curiously enough, this has been the side held up for Western admiration, more especially by those who claim that "ethical teaching" should be imparted without reference to religious instruction. Here again the example breaks down, for in view of the failure of the ethical teaching in the schools, the Japanese Government is now endeavouring to revive the principles of Shinto, the ancient religion of Japan, which may be described as a form of ancestor-worship. For this purpose instructions have been issued for encouragement to be given to religious worship. The idea is that as Shinto indirectly teaches respect and loyalty to ancestors, it is of value in keeping alive that veneration for the Throne which the recent Anarchist plot was supposed to have indicated as decaying. This attempted revival of Shinto has created much opposition, but there is no doubt that the instructions of the authorities will be carried out—perhaps too well. The decay of the feudal system in Japan and the increasing gulf between the rich and the poor are perhaps mainly responsible for the alleged ethical decline. Japan is passing through a transition stage, where much that was good under the feudal régime is being lost sight of and nothing has yet come to take its place. Nor has Japan's educational system anything to teach the West on its other sides. Owing to the painfully difficult method of writing, most of the time in the primary schools is spent in learning to read and write, and as complaints have lately been made as to the backwardness of the boys and girls who have been through the primary schools in these necessary arts, more time will probably be given to them in the future. The same difficulty is experienced in the Middle and Higher Schools, where the student has to give so much attention to his own language that the acquirement of another is almost impossible until he has passed the age when command of foreign languages is most easily attained. It is not worthy that Japanese children in Hawaii, who have to attend American schools, are rapidly losing their native tongue, the difficulties of learning it through the system of writing being the chief cause. There is no doubt that the Japanese are very earnest students, with a deep love of learning, and that their ardour has been fostered by the Imperial Edict on Education. But the lack of competent teachers owing to the smallness of the salaries paid, and the many difficulties with which the scholars are confronted, render Japanese education still very defective.

The Hon. Treasurer of the Hongkong Benevolent Society acknowledges with thanks the donation of \$40, from "Charity."

At the Magistracy yesterday Mr. Hazland had a Chinese \$6, or 14 days' imprisonment, for being in possession of a quantity of opium.

The body of an unknown Chinese male, which was found floating in the water near the Harbour Office on Monday, was removed to the Mortuary.

The Typhoon Warning from the Maunabo Observatory received yesterday morning stated that the Typhoon was E of Luzon, less than 300 miles distant, moving W.N.W.

The Japanese Government has decided to dispatch H. I. H. Captain Prince Fushimi junior, a warship, and several naval and military officers to the Coronation of the King of Siam.

A Chinese boatwoman, who was found guilty of stealing a quantity of sandalwood from the s.s. *Rajah*, was sentenced by Mr. Hazland at the Magistracy yesterday to two months' imprisonment.

By a decree dated Aug. 19, the Vice-Consulate of France at Nanning will henceforth bear the title of Vice-Consulate at Long-chow and Nanning, with the principal residence of the holder of the post at Long-chow.

Goadinho, alias Almeida, the bath attendant on the P. and O. liner *China* who was accused of the murder of Stewardess Browner between Colombo and Aden, has been found guilty at the Old Bailey and sentenced to death.

A marriage will shortly take place between Alexander Hamilton Harley, Principal of the Madrasah (Mohammedan College) in Calcutta, and Colin Lucilla Coughtrie, youngest daughter of Mr. J. B. Coughtrie, late of Hongkong.

The Philippines Government is now selling rice at wholesale rates to check speculation in the food of the people. The immediate result of this action on the part of the Government was a drop in the price from P.8.65 to P.8.10.

The proprietor of the Coronation Motor Garage presented an Indian chauffeur before Mr. Wood at the Magistracy yesterday for leaving his employment without notice. After hearing the evidence his Worship ordered the defendant to pay \$30 compensation.

Lieutenant M. B. Blackwood has been posted to the command of the river gunboat *Woodcock*, China Station. The new skipper of the *Woodcock* joined the naval service in September, 1898, and reached his present rank in September, 1904. He was lately in command of the destroyer *Janus* at Hongkong.

The police have been notified that someone stole from a passenger on the s.s. *Lightning* a camphor-wood box and a quantity of gold safety pins valued at \$11. Another theft is reported from 14, Salisbury Avenue, Kowloon, a resident having been relieved of a watch and chain and silver buttons which he values at \$70.

The return of visitors to the City Hall Library and Museum for the week ending the 24th September, 1911, shows that of non-Chinese there were 351 to the Library and 174 to the Museum and of Chinese 158 to the former and 2,95 to the latter. The Library was, therefore, used by 509 persons and the Museum by 2,469.

The four Chinese from Shaukiwan who were charged before Mr. Hazland at the Magistracy with assaulting an Indian constable were yesterday discharged, his Worship believing their story. They stated that the policeman bought tea-cakes worth of sugar and ten cents worth of eggs, and when he was asked for payment he said he would pay to-morrow. The assistant who served the constable not being agreeable to this, the policeman caught him by the queue and attempted to take him to the station. Then the fight occurred in which the policeman was injured.

Mrs. Parker, of 9, Wongsichong Road, was proceeded against on summons by a Chinese before Mr. Hazland at the Magistracy yesterday for keeping a ferocious dog un-muzzled. The complainant informed his Worship that when the defendant took him to the basement of the house the dog bit him. Defendant said the dog was quite harmless, and had never bitten anyone before. She was not present when complainant was attacked, and the defendant had no right to be in the basement of the house. His Worship said he was satisfied that the dog was not ferocious, and dismissed the summons.

The annual meeting of Hongkong St. Andrew's Society was held in the City Hall yesterday. Mr. H. W. Robertson, in the absence of Mr. Murray Stewart, presided over a large attendance. The report and balance sheet were adopted. The Hon. Mr. C. H. Ross was elected President; Mr. D. Wood, Vice-President; Mr. A. V. Monk, hon. secretary; and Mr. G. M. Dargely, hon. treasurer. Messrs A. Forbes, R. M. Dyer, G. Armstrong, D. Macdonald and A. G. Gordon were elected, in addition to the office-bearers, as general committee. It was decided to celebrate St. Andrew's Day, 1911, with a ball as usual.

A new Japanese play named "The Mousme" by Mr. Robert Courtneidge was produced early in the present month at the Shaftesbury Theatre, London. There are twenty-seven characters in the cast, and among those filling the various rôles are Mr. Dan Rolat, Mr. George Elton, Mr. Eric Maturin, Mr. Nelson Koye, and Mr. Harry Wolman. The ladies include Miss Ada Blanche, Miss Florence Smithson, and Miss Cicely Courtneidge. There are three acts and three scenes—the first, "The Shrine at Tamamura," the second, "The Tea-house of Sweet Content in Tokyo," and the third, "The Temple Grounds at Tamamura."

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE FRENCH NAVAL
DISASTER.

LONDON, September 26th.

Reuter's correspondent at Toulon telegraphs that about 660 officers and men were on board the French warship *Liberte*, of which Captain Jaurès was in command.

Fire broke out before five o'clock in the morning. At first it did not appear serious, but, despite all efforts it gained ground and reached four ammunition holds which had not been flooded. At five o'clock the first explosion took place. A hundred men who were on deck sprang into the water. The men below, awakened by the explosion, endeavoured to follow their example, but were called to the stations. Two more explosions followed at brief intervals and the *Liberte* sank like a stone. All that reappeared on the surface was the iron hull surrounded by a tangled mass of spars and wreckage.

Boats put off from the shore, and vessels in port picked up some of the men who jumped overboard. Most of those, however, who remained on board had been hurled into the air by the explosions and were dead when they reached the water.

350 MEN MISSING.

LATER.

274 of the crew have answered to their names, of whom 40 are injured. 350 are missing.

So great was the explosion that 20 were killed, and 50 injured on the battleship *Democratie*.

There are a number of fatalities also on the battleships *Justice* and *Republique*. The latter was badly damaged and has been docked.

The *Liberte* sank in about forty feet of water and is only partially submerged. Apparently there were five explosions on the *Liberte*, the last being 18 minutes after the first.

France is stunned by the appalling disaster.

The *Liberte* was commanded by Captain Jaurès, who is a brother of the Socialist leader. He was absent on leave.

ROYAL SYMPATHY.

LATER.

King George and the Rt. Hon. Mr. McKenna have sent messages of sympathy to France.

The Kaiser telegraphed to M. Fallières: "Words fail me to express my deep sympathy with France. The bereaved families have the consolation that the ill-fated crew died doing their duty to their country."

M. Fallières replied: "Deeply touched by the affecting terms of your telegram. Beg your Majesty to accept expression of heartfelt gratitude."

PROBABLE SURVIVORS.

LATER.

It is believed there are still some survivors inside the *Liberte*, and boring machines are endeavouring to make openings in the plating with a view to rescue.

It appears certain that the fire was due to decomposition of the powder, which was also responsible for the *Jena* disaster.

The officers ordered the magazines to be flooded, but the poisonous fumes cut off access to the sea siphons.

The men stood at the stations most courageously, and were leaving the ship under perfect discipline when the second explosion annihilated the majority.

FIRE ON ANOTHER FRENCH
WARSHIP.

LATER.

A Toulon message states that a fire in the casemate of the flagship *Patrice* took place last night. Assistance was promptly rendered and the fire brought under control after slight damage had been done.

A Toulon message states that the battleship *Republique* was so badly damaged by splinters from the *Liberte* that she had to be docked immediately.

The commander of the warship *Foudre*, which was two miles distant, was killed by the splinter of a shell.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

ITALY AND TURKEY.
STRAINED RELATIONS.

LONDON, September 26th.

The strictest censorship is being exercised in Italy, and news of Italian plans and doings only comes indirectly.

The Turkish newspapers are indignant and are using threatening language. It seems generally to be assumed that having failed in an attempt to lease Tripoli from Turkey and the practical settlement of Moroccan difficulty having left the road clear by consolidating France's position in Morocco has provided Italy with ground for obtaining compensation. Italy is now taking some drastic action.

LATER.

Rome telegrams state that there is a strict censorship over all military news.

Demonstrators stoned troops leaving Biombino last night for Florence in the belief that they were bound for Tripoli. The troops fired, and 13 soldiers and five of the crowd were injured, one of the latter fatally.

EXODUS OF EUROPEANS FROM
TRIPOLI.

LATER.

A Malta telegram states that an Italian battleship and two cruisers have passed there on the way to Tripoli.

To-day's steamer brought 87 Europeans from Tripoli. There is a regular exodus in progress.

Several Italian vessels have been ordered by the Italian Government to quit Turkish ports for Italy without loading or discharging.

GERMANY AS PEACEMAKER.

LATER.

In official circles in Berlin it is stated that Germany is doing her best at Rome and Constantinople to effect a peaceful solution of the Tripoli question.

It is admitted that the position of Germany between her Italian ally and Turkish friend is a very delicate one.

She has advised the Porte to accede to the economic ambitions of Italy and the latter to abstain from provoking hostilities.

SITUATION GRAVE.

LATER.

Reuter's correspondent at Rome telegraphs that the steamer *Reina Margherita* sailed from Messina.

Constantinople telegrams state that diplomats take a grave view of the situation with regard to Tripoli.

Large sales of Turkish unified stock have caused a fall of four points.

The Grand Vizier has abandoned his holiday in Europe.

The departure of the new Governor of Tripoli has been postponed.

The Porte has circularised the Powers invoking them to restrain Italy from embarking upon hostile action towards Turkey.

SPANIARDS AND MOORS.

LONDON, September 26th.

The Spaniards lost 14 officers and 76 men in the fight last Thursday. The Moorish casualties numbered upwards of 300.

IRISH RAILWAY STRIKE.

LONDON, September 26th.

The Irish strike is practically confined to the Great Southern Railway, on which five thousand have struck. A grave situation has arisen at Cork, Limerick, Waterford and other places, where stations are guarded by troops. Half of the railway corps at Aldershot is in readiness to proceed to Dublin.

DIPLOMATIC CHANGES.

LONDON, September 26th.

It is officially announced that Sir Arthur Hardinge, British Minister at Brussels, and the Hon. Sir F. H. Villiers, British Minister at Lisbon, will change posts.

It is understood that this is due to the difficulty experienced by Sir F. Villiers, who had formed friendships with the monarchists of Portugal, being accredited to a republic.

ANOTHER AVIATOR KILLED.

LONDON, September 26th.

At New York an aviator named Clarke fell 200ft. and was killed.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

FUNERAL OF SIR ROBERT HART.

LONDON, September 26th.

The remains of Sir Robert Hart were interred in Bisham Churchyard, near Marlow. The mourners included his son and son-in-law, the Chinese Minister and Commercial Attaché, Mr. H. E. Hobson (the senior Commissioner of Customs), Professor Bayley Balfour (Mr. Aglen's father-in-law), Sir Charles Dudgeon, Admiral Sir Edward Seymour and Sir Cyprian Bridge, Sir E. Kinahan, General Upperton, Mr. Moon (of the Chinese Emergency Committee), the Rev. J. Steele (of the Chinese Presbyterian Mission), and Sir E. G. Hillier.

The pall-bearers were Mr. Hobson, Sir N. J. Hannen (formerly H.B.M.'s Chief Judge and Consul-General at Shanghai), Mr. W. G. Lay, Mr. Clarke, Sir E. G. Hillier, and Mr. Rees (of the Chinese Customs service).

THE JOHNSON-WELLS FIGHT.

LONDON, September 26th.

Mr. Churchill, who is in attendance upon the King at Balmoral, has written a letter to the Rev. F. B. Meyer stating that he is giving close attention to the proposed Johnson-Wells fight. He will be glad to receive the memorial from prominent citizens protesting against the fight, but it will be unnecessary for the Rev. F. B. Meyer and the Bishop of London to make a pilgrimage to Balmoral to present it personally, as suggested by Mr. Meyer.

LATER.

Sporting Life is officially informed that Mr. Churchill after full enquiry and taking the best advice, has decided that what is contemplated is illegal, and unless the contest be voluntarily abandoned, steps will be immediately taken to prevent such illegality.

LATER.

Sporting Life is authoritatively informed that Mr. Churchill's decision does not amount to a judicial veto, but unless the match be abandoned the Home Office will apply for a summons with a view to getting the promoter, bound over not to cause a breach of the peace.

The promoter does not intend to abandon the fight, but will endeavour to show that the contest is not illegal.

Sporting Life adds that even if they were bound over and the match proceeds, no subsequent legal action can be taken unless the illegality of causing a breach of the peace occurs. The match thus resolves itself into a great test case.

LATER.

Sporting Life states that Johnson and Wells last night signed articles to box in accordance with the National Sporting Club Rules, so as to leave no doubt that the issue at stake is the right to box.

THE KIEFF ASSASSINATION.

LONDON, September 26th.

Bogroff, the assassin of M. Stolypin, was hanged at Kieff.

THE HOME RULE AGITATION.

ULSTER'S DETERMINED OPPOSITION.

LONDON, September 26th.

A Unionist conference was held at Belfast over which Lord Londonderry presided. It passed a resolution not to acknowledge Home Rule and to appoint a commission immediately to frame a provisional government for Ulster which would operate on the day of the passage of the Home Rule Bill.

FIRE ON AN EMIGRANT SHIP.

LONDON, September 26th.

The *Times* states that it has been arranged that the emigrants of the s.s. *Papameli*, which had 347 emigrants from West Australia on board and put into St. Helena a fortnight ago with her bunkers on fire, will be taken to their destination by the *Quana*, which will shortly sail from Liverpool at full speed for St. Helena.

SCULING.

LONDON, September 26th.

Arnst has declined the offer of £500 and expenses to scull on the Thames against Barry. He still demands £750 and expenses.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. E. D. C. Wolfe presided, and there were present: Hon. Mr. A. W. Brewin, C.M.G. (Registrar-General), Hon. Mr. E. A. Hewett, Colonel Bedford, Dr. G. H. L. Fitzwilliams, Dr. F. Clark (Medical Officer of Health), Dr. Hartley, and Mr. W. Bowen Rowlands (Secretary).

The President in a minute dated 21st September stated that all the stalls in Tsim Sha Tsui market had been put up for tender on that day with the exception of the meat stalls, which were put up on the following day. It was ascertained that there was little demand for fresh water fish shops, but that there was a large demand for fruit and vegetable stalls, all of which were let. The President recommended that certain fish shops be set apart for vegetables and fruit.

The recommendation was agreed to. The President read an application from a European firm represented by Mr. Howard asking that a poultry stall not taken up be let to them for a meat stall, half of which would be used as a sale-room for Europeans and the other half for cold storage. The President proposed that this stall should be set apart for the sale of meat for twelve months.

Hon. Mr. HEWETT seconded, and the motion was agreed to. BEACONSFIELD. Application was submitted for permission to alter the position of the w.c.s. and urinals in Beaconsfield, No. 1 Battery Path.

THE MEDICAL OFFICER OF HEALTH wrote that he saw no objection to the arrangement, but he considered the Public Works Department was under no obligation to continue to supply water from the mains just because they were so supplied when in Government occupation. He suggested that Messrs. Denison, Ram & Gibbs be informed that permission to retain the w.c.s. and urinals will only be granted on the provision of an independent and adequate water supply.

Dr. FITZWILLIAMS intimated—In agreement with the Medical Officer of Health, and subject to an independent water supply, think they should be allowed to re-arrange their water closets and urinals. Hon. Mr. HEWETT—The Government having rented buildings for public offices erected water closets and urinals for the use of their staff. The building being vacated, the w.c.s., etc., naturally remain as fixtures, but this does not imply that the presence of these fixtures gives the owner of the building the right possibly in perpetuity to a free supply of water from the Government mains. The building having now reverted to private use, the usual conditions should be enforced, namely, no fixed w.c.s. or urinals are to be permitted unless an adequate and independent water supply be provided.

Colonel BEDFORD—Can't they use the water if they pay for it?

THE PRESIDENT—No, we can't afford it. Colonel BEDFORD—A man may have nine baths a day and use 90 gallons of water, yet you won't allow a water closet in the same building which would only use about six gallons.

Hon. Mr. HEWETT proposed that the application be granted subject to an independent supply of water being obtained.

Dr. FITZWILLIAMS seconded.

Colonel BEDFORD proposed that the occupants, who were hotel-keepers, be permitted to carry on the present system.

The amendment found no seconder, and the motion was carried.

THE WATER STREET WELL.

Correspondence was submitted relative to a well in Water Street.

The Government Analyst, after examining a sample of water from the well, was of opinion from the results obtained that the water was so tainted with impurities as to be unfit for potable purposes, and was likely to prove injurious to health.

THE MEDICAL OFFICER OF HEALTH recommended that the Board should order the closure of the well forthwith. It should be filled in with clean earth.

Hon. Mr. HEWETT intimated—The well should be closed. Is there a hydrant in the neighbourhood?

MORTALITY STATISTICS. The mortality statistics for the month ended 31st August, based on a death rate per 1,000 per annum, showed a percentage of 18.6.

RAT RETURN.

For the week ended September 6th 1,796 rats were caught in Hongkong and Kowloon, but not one of this number was found to be plague infected.

DEATH OF POLICE INSPECTOR MACDONALD.

The sudden death of Inspector D. Macdonald, of the Hongkong Police, which occurred early yesterday morning, came as a painful surprise to his brother officers, and the news will be received with regret by his many friends in the Colony. On Monday evening Inspector Macdonald went out for his usual patrol, and appeared to be in his normal state of health. Early yesterday morning he burst a blood vessel, and died shortly afterwards from hemorrhage of the lungs.

Inspector Macdonald had been in the Hongkong Police Force for more than 25 years, having joined as a constable on November 12th 1885. Although a quiet and unassuming man, he was a capable and zealous officer, and his services were recognised by steady promotion. He was made a full sergeant in July, 1894, a third-class inspector in March, 1898. In the following year he was promoted to second-class, and on March 1st, 1900, he ranked as a first-class inspector. The deceased officer leaves a wife and two sons to mourn his loss.

SUPREME COURT.

Tuesday, September 26th.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (ACTING CHIEF JUSTICE).

CHARGES AGAINST A BANKRUPT.

The hearing was continued of the charges against Ng Tsai Sau, who was indicted on 28 counts of committing offences against the Bankruptcy Ordinance and forgery.

The jury was as under: Messrs L. V. Langstein (foreman), H. Ram, O. P. Hechtel, G. Randor, H. Eassersfall, J. Smirke and W. Taylor.

The Attorney-General (Hon. Mr. C. G. Alabaster), instructed by Mr. W. E. L. Shenton (of Messrs. Deacons, Looker & Deacons), prosecuted, and prisoner was defended by the Hon. Mr. H. E. Pollock, K.C., who was instructed by Mr. Lord Alameda Castro.

On the conclusion of the addresses to the jury and the summing up, the jury unanimously returned a verdict of not guilty on the first 22 counts and by 6 to 1 returned a verdict of not guilty on the last six. Prisoner was discharged.

The Foreman said that the jury would be glad if his Lordship would make an order for compensation as the case had engaged them for four days.

His Lordship—I can exempt you for six months from jury service.

The Foreman said that at the previous hearing of the case a similar suggestion had been put forward, and the Chief Justice had said that as the jury had not arrived at a decision he could not consider the matter. It might be inferred from this that if the jury had arrived at a decision compensation for their services would be given.

His Lordship—I think the jury did not ask for compensation.

Mr. Alabaster said the jury made no application. He had made a suggestion to the Court meaning, of course, that the jurors be exempted from jury service. He did not think his Lordship had power to award pecuniary compensation.

Hon. Mr. Pollock—I think they are entitled to their expenses.

His Lordship—For coming here, rickshaw fares or tram fares? (Laughter.) I am willing to see what can be done, but I don't think I have any power to award monetary compensation. I will see the Registrar about it and he will let you know.

LOCAL SPORT.

QUEEN'S COLLEGE AQUATIC SPORTS.

The annual aquatic sports meeting of Queen's College was held at the V.R.C. yesterday afternoon, the bath being kindly placed at the disposal of the promoters. The weather was favourable and there was a large attendance of spectators. There were twelve events on the programme, most of which brought forth a goodly number of starters, and a spirit of friendly rivalry prevailed among the competitors during the afternoon. The meeting was a very successful one, and this success was largely due to the members of the energetic committee who organised the sports. They were:—

President: Mr. E. Ralphs.

Judges: Messrs. B. Tanner, F. J. de Roma, Rev. H. Spink, Rev. H. R. Wells, Mr. R. E. O. Bird and Mr. B. James.

Starters: Messrs. H. L. O. Garrett and A. R. Ellis.

Time-keepers: Messrs. A. W. Grant and G. P. de Martin.

Referee: Mr. Frank Lammert.

Handicappers: Messrs. A. O. Brown and F. J. de Roma.

Working Committee: Messrs. A. O. Brown, F. M. Ellis, F. C. Roberts, J. W. Lee and Pau Shai Cheuk.

Results were as follows:—

TWO LENGTHS HANDICAP (for Chinese boys).

First heat—1, Sek Poon Sang; 2, Pau Shai Cheuk.

Second heat—1, Lo Man Hin; 2, Ip Kwan.

Final—1, Ip Kwan; 2, Pau Shai Cheuk.

Time—50 1/5secs.

ONE LENGTH (for beginners): 1, Ng Ming Kwong; 2, Lo Man Ho.

TWO LENGTHS HANDICAP (open).

First heat—1, M. Abbas; 2, G. Ah Lop.

Second heat—1, K. Taria; 2, F. C. Roberts.

Final—1, G. Ah Lop; 2, K. Taria.

FOUR LENGTHS CHAMPIONSHIP OF THE COLLEGE (to be won two years in succession).

1, J. W. Lee; 2, M. Abbas. Time—34 secs.

SWIMMING UNDER WATER: 1, F. E. Roberts; 2, Leung Wing Tai.

TEAM RACE for the Queen's College Coronation Shield: 1, Queen's College.

DIVING FOR OBJECT: 1, M. Abbas, 8 plates; 2, Leung Wing Tai, 7 plates.

TEN LENGTHS: 1, J. W. Lee; 2, F. M. Ellis.

FOUR LENGTHS HANDICAP (for V.R.C. members): 1, A. R. Ellis; 2, F. M. Cruz.

The sports concluded with an exciting water polo match, some of the V.R.C. swimmers assisting the boys.

The prizes will be presented at Queen's College on Saturday morning.

The Japanese papers report a case of a sugar manufacturer charged with evading the sugar tax between August, 1908, and June, 1909, whereby the Government had been defrauded of a sum of Yen 10,322. The Revenue authorities had since collected this amount, but the manufacturer was prosecuted for evading payment of the tax. In the lower court the case was dismissed, but the appeal court has quashed this decision and ordered the defendant to pay a fine of Yen 51,414, or suffer a year's imprisonment.

CORRESPONDENCE.

THE MACAO BANK NOTE CASE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS".]

SIR,—The discussion of points of law in a daily newspaper is as a rule to be deprecated, but in this case it was you, Mr. Editor, who challenged such a discussion by your leader of the 19th instant, and in your issue of to-day Mr. Wilkinson, who has evidently been reading the *Hongkong Telegraph*, repeats the arguments of that weighty authority to prove that the learned Magistrate, who failed to agree with Mr. Wilkinson's view of the law, was wrong.

Incidentally Mr. Wilkinson repudiates his client's liability, as Agent for the Banco Nacional Ultramarino, to cash the notes of that Bank, evidently forgetting his client's evidence, in which he said that his "duties as agent were to collect Macao Notes brought to him and pay for them either in cheques or in Hongkong money."

Mr. Wilkinson couples his absolutely unjustified attack on the memory of the Magistrate with an equally unjustified slur on the honour of the fair sex in suggesting that a lady is not bound to do that which she has stated that she is prepared to do!

I might remind Mr. Wilkinson that the defendant had the last word, and that if the Magistrate's memory were so short as he suggests, the last words of the defendant's advocate would be more likely to remain than any other arguments.

Finally, Mr. Wilkinson opens his letter by a cheap gibe at me for believing in my client's case, which lays him open to the obvious retort that if he had believed in his client's case he would have appealed to the proper tribunal instead of inspiring *ex parte* newspaper articles.

Yours faithfully,
F. P. L. BOWLEY.

Sept. 25th.

SHIPPING NOTES.

The settlement of the question of shipyard wages on the basis of an advance of 5 per cent. on piece rates and 1s. per week on time rates, causes peace in the British shipbuilding industry for another six months, says a recent London paper.

The work of floating the Indo-China *Kutuo* ashore at Shanghai is proceeding apace. A dredger is at work dragging round the vessel, and in several days part of the bank will be blown away. Ways will be built under the vessel and an effort will be made to launch her in the near future.

A large suction dredger named *Fruhling*, built by the Schichau Works at Danzig for account of the Japanese Government, is to make the voyage to Korea under her own steam, in charge of a German crew of 20 men. The crew will return overland by the Trans-Siberian Railway.

The further attempts which have been made to refloat the *Empress of China* have not been attended with success, the salvage operators being unable to control the inflow of water in the after hold. Recent bad weather has not improved the prospects of salvage, and the ship is said to be sinking astern. According to the latest Japan papers the salvage firm is still hopeful of getting the ship off the rocks. They are now blasting the rocks, an operation which it is stated will take some time.

The Androsan Dry Dock and Shipbuilding Company (Limited), are building for a Glasgow firm a coasting vessel of 142ft. length by 26ft. beam, and 10ft. 6in. draught, and the engine contract has been secured by Messrs. Douglas Primrose & Company, of Glasgow, for a four-cylinder Bolinders direct, reversible crude oil engine, of approximately 500 h.p., sufficient to give the vessel a sea speed of fully 8 knots. There are a number of interesting features in the vessel, one of the most important being the great increase in the carrying capacity. If fitted with steam machinery, she would carry 420 tons, but the saving in weight and space occupied by the oil engine increases this to approximately 480 tons. Another important feature is the reduction in the engine-room staff, while the general costs of running will be considerably less than in the case of steam machinery. Steam steering gear, steam capstans, and steam winches are being fitted, and these will get their power from a donkey boiler, fed with the same oil fuel as is used in the main engines.

A report on the eight tests used in the Mercantile Marine for the year 1910, which has just been published as a White Paper, states that during 1910 the total number of candidates examined was 7,502. Of these 7,393 candidates passed in form vision and 109 failed; one of the latter was re-examined and failed. 7,252 candidates were successful in the colour vision tests and 141 failed; 69 of the latter were re-examined on appeal, of whom 29 passed and 40 failed. No case of failure to pass the colour ignorance test has been reported. The number of officers (including skippers and second hands of fishing vessels) already in possession of certificates who, on coming up for examination in 1910, failed to pass the eight tests, was 20. Two of these holding certificates as first mate, one holding a certificate as mate (Home trade), two holding certificates as second mate, and one holding a certificate as second hand, failed in colour vision; four holding master's certificates, three holding certificates as first mate, three holding certificates as second mate, and one holding a certificate as skipper failed in form vision. It is mentioned that since November 1, 1900, fishermen, when presenting themselves for examination for certificates as skipper or second hand of fishing boats, have been required to pass the same eight tests as candidates for certificates as masters or mates in the Mercantile Marine. The whole question of the eight tests, the report adds, is now being carefully considered by a Departmental Committee appointed for the purpose.

HAMBURG LETTER.

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS".]

September 6th.

STRIKES AND DEAR FOOD.

The strike of the transport workers in Esgland has fortunately come to an end, but whether definitely remains to be seen; the general opinion seems to be that fresh disturbances may break out at any moment. In the meantime the dry weather continues everywhere and the prices of all articles of consumption keep advancing. This has led to serious food riots in the north of France and in Belgium, where the housewives, exasperated by what they considered the exorbitant demands of farmers and market gardeners, began by boycotting the sellers in the market and eventually assailed their stands, either destroying the goods offered for sale or carrying them off at prices fixed by themselves. Of course, the mob did not neglect so favourable an opportunity for mischief; bakers and butchers' shops were stormed in several towns, making it necessary to call out the military, who in socialistic France acted with much greater promptitude and vigour than they were permitted to do in monarchical England.

In Saint Quentin, where the disturbances seem to have been worst, over 200 rioters are said to have been wounded, but it has evidently had a salutary effect, for although troubles continue to be reported from other places they are apparently of a milder character.

THE SUGAR MARKET.

The upward movement in the sugar market has made further progress, the weather remaining unfavourable for the development of the riots. According to the last weekly report of Mr. F. O. Licht, the great authority on the subject, fears are entertained that the parched and hard baked condition of the soil will render the digging up very laborious and cause damage to the ends of the beets. The average weight including the leaves is stated to be 37.5 grammes against 888.7 last year, and without 214.1 against 376.4; on the other hand, there is a slight increase in the percentage of saccharine matter, 15.96, against 14.54. The total stocks of raw sugar in all the markets is set down as 1,381,000 tons against 1,638,000 tons.

Coffee, too, maintains its rising tendency, whilst all farm and agricultural products, as already stated, are advancing in price. Even cereals, which so far had remained pretty stationary in value, have lately, in sympathy with the other articles of food, shown greater activity, in fact the markets have been quite excited on several occasions. All this may benefit landowners and farmers, but it tends to curtail the purchasing power of the people in general, as dear food leaves less to be spent on clothing, &c., and thus the manufacturing interests suffer, more particularly the textile industries, and this all the more as the export demand is no longer as lively as it was some time ago. In spite of reports of the better inquiry reported from Liverpool, where since the cessation of the strikes spinners have been buying more freely, consumers in this country are still holding back, the recent drop in price of the raw material not having improved their spinning margin materially, and buyers of yarns not showing much inclination to operate in the fond belief that the growing American crop will prove an unusually large one and lead to a lower range of values. Whether their hopes will be realized is becoming doubtful, a considerable deterioration in the condition of the crop in the States being generally admitted, although the estimate of the Agricultural Bureau in Washington published on the first inst. of 73.2 per cent. against 89.3 at the end of July finds little difference. Further developments are anxiously awaited, stocks of cotton at the mills everywhere being almost nil, as proved beyond doubt, so far as Lancashire is concerned, by the fact that a great number of them had to shut down, when a fortnight ago the railway strike prevented their receiving fresh supplies from the Liverpool market.

THE STOCK MARKETS.

The stock markets have lately been dull and drooping, partly owing to political apprehensions, but perhaps more so to dear food and the greater attraction offered to the public by the advancing tendency of the produce exchanges. It is to be hoped that the political fears may soon subside and that a revival of trade may shortly be witnessed, for, after all, there seems to be no reason for taking a gloomy view of the future.

THE BIRTH-RATE OF HAMBURG.

According to the report of the Statistical Bureau of the State of Hamburg for the year 1910 the number of marriages in the town amounted to 8,578, or 545 more than in 1909, the rate per thousand inhabitants being 8.6 against 8.3 in the previous year, which is slightly below the average of the last ten years, which reached 8.7. 3,999 births were reported (including 768 stillborn) while altogether 14,764 deaths have been registered, leaving a surplus of births over deaths of 9,235, or 351 less than the year before. The birth-rate of 24 per thousand is the lowest on record since reliable statistics have been kept, being 1.2 below that of 1909 and 3.2 below that of the ten previous years. The death-rate, however, is also the lowest recorded, being 14 per thousand or 4 less than in 1909 and 1.7 less than the average of the last ten years.

The number of new arrivals in the town amounted to 168,543 and that of departures to 137,467, but the latter figure cannot be accepted as quite correct, a certain proportion of people leaving the city omitting as a rule to notify the fact to the authorities. The surplus of newcomers over departures should therefore not be put at more than 25,000.

NOTES AND NEWS.

THE HEIGHT OF ENJOYMENT.

There's joy in a maiden's smile. There's joy in the spring when the song birds sing. There's joy in the lover's sigh. But such joys all pass, and easily fail to compare with the joyous thrill of the woman who knows that her newest clothes give her rivals a nervous chill.

PRESERVE OF MIND.

While working on the Magadi railway construction in British East Africa, Mr. de Vries was suddenly charged by a lion. Having no time to aim and fire, Mr. de Vries, as the lion rushed at him, rammed the barrel of his rifle down the animal's throat, and then, pulling the trigger, killed the lion.

MOTOR CARS HUMILIATED.

The Geneva newspapers, quoting from the local sheets of the canton of Grisons, report an amusing incident consequent on the recent floods in the Tyrol. Nearly two hundred motor cars were held up on their way back to Gormay by broken down bridges and culverts and damaged roads, and their owners applied to the authorities of Grisons for leave to cross its territory, in which all motor traffic is forbidden. The council, after deliberation, consented to allow the detested vehicles within their borders, but only on condition that they should be drawn by horses, and that the inhabitants should not be annoyed by smoke and honking of horns. Compelled to submit to these humiliating terms the motorists were dragged in inglorious procession through the inhospitable canton of Grisons.

A QUAIN LANDLORD.

The greatest character among hotel landlords in all England, as the *Mail* describes Harry Jones, the host of the King's Arms Hotel, Malmsbury, Wilts., has died suddenly. He was known throughout the West of England, and people would come long distances to see him. He was the last of the old-time landlords; a quaint figure in most eccentric costume. His dress always consisted of a bright green frock coat with gold buttons, blue trousers doubled three times at the bottom, a yellow waistcoat, a blue and white bow tie, and a beaver hat tall, old gold in colour. Upon a birthday or any other anniversary, he would write to the King and Queen or other member of the Royal Family offering his congratulations, and the many letters he had back in acknowledgment were framed and hung around his bar parlour. The old man had three boasts, of which he was very proud, that he had:

Never been treated in his own bar.

Never touched whisky.

Never seen a billiard table.

CLOCK MADE FROM SCRAP-IRON.

A Coronation memorial was dedicated at the parish church of a Wootton, Wiltshire, recently, and the memorial is a remarkable proof of the ingenuity of the villagers. There were not sufficient funds to pay for a public clock such as was designed by the people of the village, but Mr. Spratt, who began life on a farm, and who is self-taught, offered to make a clock free of charge if he could get some one to do the heavier work, and if the villagers would bring him all the old iron, long steel, and brass available in the village with which to make the more delicate parts. The villagers entered into the spirit of the project with zest, and Mr. Spratt's cottage was soon the scene of a collection of heterogeneous articles—parts of agricultural machinery, bicycles, perambulators, bedsteads, fire-irons, brass weights, and other odds and ends. The two great wheels of the clock were taken from disused separators, while the hammer, which strikes the hours on the largest bell of a peal of five, is a governor bell taken from a steam engine. The three dials are made of iron, enamelled with a white background, and black figures and hands. On one dial is the inscription: "Glory be to God," instead of the usual Roman numerals.

"THE FLIRT CATCHER."

A campaign for the suppression of what the American newspapers call "mashers" has, the *Mail* reports, been started in Los Angeles, California, where a singular addition to the police force was made in the person of Miss Fay Evans, a remarkably pretty girl wearing exquisite clothes. Miss Evans, whose official designation is "volunteer flirt catcher," is convinced that the tactics of the man who ogles girls in the public streets are a menace to womankind, and offered her services to the police. Followed at some distance by two detectives in plain clothes, Miss Evans promenade the main thoroughfares of Los Angeles. Her walk resulted in the capture of ten men, who were each fined £5, with the alternative of thirty days' imprisonment, for accosting the attractive flirt catcher.

M.P.'S IVORY PAPER-KNIVES.

It appears from the report of the Publications and Debates Committee just issued that the book knives which serve the needs of members of the Upper House, while they are within the precincts of Westminster bear handles of wood and cost 5d., but that the Commons decline to be content with an article of anything like such simplicity and cheapness. The handles of the paper-knives which go to the library of the Lower Chamber are of ivory, and the instruments cost 5s. 6d. each. But they have, Mr. Bailey, Controller of Stationery Department, who gave evidence as the police explain, "a Gothic feeling—I think that is the best description—and I believe that the librarian desires their continued supply." Two or three dozen such knives, he stated, are supplied to the House of Commons every year from the Stationery Office, although each knife should last twenty years. In any case, Mr. Bailey added, "ivory will not last longer than a hardwood handle like that"—he produced a specimen—and it might perhaps soothe the susceptibilities of persons using it if I were to inform them that the Fees Manager has got along very well with the wooden-handled knives."

HISTORIC HOTEL SOLD.

One of the most famous hotels in England, the Star and Garter, at Richmond, was sold recently for about £18,000 by Messrs. Chaucellor & Sons, auctioneers, of Richmond. The names of the purchasers have not been divulged. The hotel is to be greatly extended, and new orders have already been given by the new owners for the preparation of plans for alterations, alterations and decorations, involving the carrying out of a further sum of about £225,000. The place, it is said, is going to be run as a thoroughly up-to-date residential hotel, and the restaurant which adjoins is also to be fitted in the most up-to-date fashion. The hotel has most romantic and historical associations, and has been a favourite resort of Londoners for close upon 200 years. In 1870 a big fire occurred which practically destroyed the building, but it was rebuilt two years later. Many have been the royalties who have made the hotel their temporary home. They include Napoleon III., King Victor Emmanuel, the Emperor Maximilian of Mexico, the Empress of Austria, and the Prince Imperial. Louis Philippe and Queen Marie Amelie stayed there for months at a time and were visited at the hotel by Queen Victoria and the Prince Consort.

INTIMATIONS

BROWNING'S OLD TOM GIN.



"An Ideal Drink for Summer."

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CUTLERY,

FISH KNIVES and FORKS,

DRESSING CASES with

SILVER FITTINGS,

LEATHER HAND-BAGS,

and WALLETS,

RAZORS.

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RETURN OF THE CRINOLINE.

A recent London paper asks:—Has the whirligig of Time brought back the crinoline? Gowns with crinolines are to be seen at one or two very up-to-date West-end dressmakers; but is the fashion going to "catch on"? Or is it to have a brief period of notoriety like the Harem Skirt, to retire equally speedily?

On this point those who ought to speak with authority are discreetly silent. The feminine world is not nowadays so amenable to the imperious decrees of Fashion as was once the case. Hence a certain circular vagueness in the utterances of the Fashion prophets, and while one declares that the crinoline—the real full blown crinoline—is shortly to be with us, another more cautiously forecasts: "Skirts will, of course, be wider and with a good deal more flare at the foot, but I do not think regular crinolines will be much worn."

To those whose business it is to watch the modifications and the varying styles of dress, there is nothing really startling in this effort to revive the crinoline. For some time in all but the width and fullness of the skirt there has been a steady return to f

Oskar Franz
B. James
Mr. and Mrs. Jorgens
and child
Dr. F. T. Keyt
John R. Klinghorn
H. Lee
F. P. Lufestey
Paul Linder
Mr. & Mrs. Frank Moss
and children
P. W. L. Nanninga
T. A. Naund
G. Nisson
H. Olsen
O. H. Page
J. W. Pringle Jr.
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O. F. Simpson
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Steamers	Tons	Captain	To Sail on or About
KUMERIC	11,000	G. B. McGILL	10th October.
LUCERIO	11,000	J. Mathie	25th October.
HERCULES	7,000	R. Wilhelmsen	10th November.

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Ports. For Rates of Freight and Passage, apply to—

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From Hongkong: Frequent Sailings.
From Calcutta: End September.

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NEW LINE OF STEAMERS

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Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

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And regularly thereafter.

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STEAMERS	Tons	Sailing Dates
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 P.M.
KOREA	18,000	SATURDAY, 28th Oct., at 1 P.M.
SIBERIA	18,000	FRIDAY, 10th Nov., at 1 P.M.
MANCHURIA	27,000	SATURDAY, 25th Nov., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 16th Dec., at 1 P.M.
KOREA	18,000	FRIDAY, 12th Jan., at 1 P.M.
SIBERIA	18,000	SATURDAY, 27th Jan., at 1 P.M.
MANCHURIA	27,000	

All Steamers have an Excellent "Philippine Stringed Orchestra" for the entertainment of Passengers, and are Equipped with Wireless Telegraphy.

THE P.M.S.S. "MONGOLIA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, SHIMIZU, YOKOHAMA and HONOLULU on SATURDAY, 30th September, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. Od. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application To European Points: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points: Commissioned Officers of the United States Army, Navy, U.S. P.H. and M.H. Services, stationed at Ports of Call; also all Officials of U.S. Diplomatic Service, U.S. Consul Generals, Consuls and Vice-Consuls located in Asia, Consular Officials of the Governments of China and Japan, Military, Diplomatic and Manila to Officials of U.S. Diplomatic Service, U.S. Consul Generals, Consuls and Vice-Consuls located in Asia, also Commissioned Officers of U.S. Army, Navy and U.S. P.H. and M.H. Services. These Special Rates apply when travelling at their own expense and to their families. To all Points:—Missionaries and their families.

INTERMEDIATE SERVICE.

PERSIA 9,000 Tons FRIDAY, 20th Oct., at 1 P.M.
CHINA 10,200 Tons FRIDAY, 17th Nov., at 1 P.M.
THE S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA and HONOLULU, on FRIDAY, 20th Oct., at 1 P.M.
On the Fine MAIL Steamers, CHINA and PERSIA First Class, SALOON SERVICE is furnished at Intermediate Rates.
FARES, HONGKONG TO LONDON via Canadian Atlantic Ports, £43.
HONGKONG TO SAN FRANCISCO via New York " " " £25.
Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies, King's Building (opposite Blake Pier).

FRED J. HALTON, AGENT.

JAVA-CHINA-JAPAN LINE

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAVA	Second half of Sept.	SHANGHAI	Second half of Sept.
TJIMAH	JAVA	Second half of Sept.	JAVA	First half of Oct.
TJIMANOEK	JAVA	Second half of Sept.	JAPAN	First half of Oct.
TJIPANAS	SHANGHAI	First half of Oct.	JAVA	First half of Oct.
TJILIWONG	JAVA	First half of Oct.	JAPAN	First half of Oct.
TJITARQEM	JAPAN	First half of Oct.	JAVA	First half of Oct.
TJIKINI	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJILATIAP	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.
For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LINE.
York Buildings, 1st Floor.
Hongkong, 22nd September, 1911.



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. Crosby	Manila, Cebu & Iloilo	On 10th Oct. 4 P.M.
ZAFIRO	4000	M. C. Smith	Manila, Cebu & Iloilo	On 20th Oct. 4 P.M.

For Freight or Passage, apply to
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SHEWAN, TOMES & CO., General Managers.
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PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS DATE OF SAILING.
SHANGHAI, YOKOHAMA, KOBÉ & MOJI "CANTON" About 17th October.
For Freight and Further Particulars, apply to
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FOREIGN MONIES exchanged.
CHIEF OFFICE:—LUDGATE CIRCUS LONDON, E.C.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The T.K.K. str. *Togo Maru* sailed from Kobe on the 26th inst., and is due to arrive at this port on or about the 3rd prox.
The P.M.S.S. Co. str. *Persia* sailed from San Francisco on the 13th inst. en route to Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 11th prox.
The P.M.S.S. Co. str. *Korea* sailed from San Francisco on the 19th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at this port on the 20th prox.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Prins Waldemar* left Sydney on the 23rd inst., at 11 a.m., and may be expected here on or about the 16th prox.
The P. & O. str. *Delhi* left Singapore for this port on the 22nd inst., at 5 p.m., with the outward English Mail, and is due here today at about 6 a.m.

THE GERMAN MAIL.

The I.G.M. str. *Prins Eitel Friedrich*, carrying the German Mail with dates from Berlin of the 6th inst., left Colombo on the 23rd inst., and may be expected here on or about the 4th prox.

THE INDIAN MAIL.

The Indo-China str. *Lansing* from Calcutta and the Straits left Singapore for Hongkong on the 22nd inst., and is due here to-morrow morning.

MERCHANT STEAMERS.

The P. & O. str. *Candia* left Singapore for this port on the 21st inst., and is due here today at about 6 a.m.
The O.S.K. str. *Chicago Maru* from Tacoma left Manila for this port on the 25th inst., and is due here today p.m.
The N.Y.K. str. *Kaga Maru* (European Line) left Singapore for this port on the 21st inst., and is expected here today.
The T.K.K. str. *Buyo Maru* sailed from Moji for Hongkong on the 23rd inst., and is due to arrive here on or about the 29th inst.
The N.Y.K. str. *Tamba Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 22nd inst., and is expected here on the 1st prox.
The N.Y.K. str. *Tosa Maru* (Bombay Line) left Bombay for this port via ports on the 22nd inst., and is expected here on the 10th prox.
The T.K.K. str. *Hongkong Maru* sailed from Calcutta on the 25th inst., and is expected to arrive at this port on or about the 27th Nov.

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FUTURE OF FLYING.

AUTOMATIC STABILITY OF AEROPLANES.

The most striking feature of the discussion on flying, for which the mathematical and engineering sections of the British Association joined forces on the 4th inst., was the attack made upon the notion of automatic stability. At the present time a great many designers of aeroplanes are working at this problem. It is generally regarded as the next great line of advance in the construction of flying machines. Yet both Professor Petavel and Sir William White derided the idea.
No subject, said Mr. Borriam, the opener of the discussion, was of greater interest to the public than flying. So far the art had progressed by reason of the daring of airmen and the enterprise of aeroplane builders. Now it ought to attract minds which should bring in the aid of science to increase the safety and the efficiency of flying machines. Dr. W. N. Shaw, the well-known meteorologist, discussed the difficulty which he thought could only be overcome by greater speed. This, however, would not get over the trouble of "holes in the air," into which aeroplanes fall every now and then, with results greatly disconcerting to their pilots. Meteorology was trying to discover what these holes in the air were. They might be due to variations in the velocity of wind.
AEROPLANES AS LARGE AS LINERS.
Professor Petavel, just returned from a month's flying on his glider, threw doubt upon the possibility of obtaining automatic stability, and even said he did not think it was necessary or desirable. The aeroplane was stable, and the bicycle unstable, but almost all riders preferred the latter. Any mechanism worked by gusts of wind for ensuring automatic stability would probably be dangerous in other ways.
With this view Sir William White agreed. He said he felt an instinctive distrust of automatic appliances. In his opinion there was nothing like human power, directed by a strong will and careful observations. As to the general question, "What could science do for aviation?" Sir William White said that flying problems must be attacked as they had been—experimentally. The help the mathematician could give was in analysing the results obtained by experiment.
Professor Troughton looked forward to the day when aeroplanes could be as big as Atlantic liners, and could afford to disregard the small holes in the air that had been mentioned.

KAISER AND AMERICA.

INTERESTING SPEECH.

A statue of General Steuben, a Prussian officer who rendered good services to the Americans in the War of Independence, was unveiled at Potsdam on the 2nd inst. in the presence of the Emperor William. The monument is a replica of the one erected at Washington and was presented to his Majesty by the United States as a return for the gift of a statue of Frederick the Great. Two members of Congress came over to fulfil the dedication, and one of them, Mr. Baruch, delivered a short address, in the course of which he said: "We live in a time of international understanding which has ripened to the conviction that peaceable development is more important than all grounds of dispute between nations. German's forty years of peace afford America a guarantee that only a stimulus is needed to transform the existing intellectual understanding into a political fact. May this day be the historical landmark of such a happy development."
In returning thanks the Emperor said: "The words in which you have given elegant expression to the significance of the monument and of to-day's ceremony find a lively echo in the German Empire. You have rightly referred to the blood relationship and uninterrupted friendship which unite, and must ever more closely unite, the German and American nations."
In a telegram, the Emperor thanked Mr. Taffel for the "beautiful present, which is so gratifying a testimony of the friendship between the German and American nations." Afterwards the Emperor received the retiring United States Ambassador, Dr. Hill, in a farewell audience.
Roulet's Correspondent at Potsdam reported that in the course of his speech at the unveiling of the Steuben statue Mr. Baruch, in one passage, said: "The Steuben monument in Washington, of which the Potsdam statue is a copy, was intended as a visible recognition of his merits, and the glorious share of Germans in general, in the great liberation from England movement."

MRS. BESANT AND THE THEOSOPHICAL SOCIETY.

NEW HEADQUARTERS IN LONDON.

Mrs. Annie Besant, President of the Theosophical Society and Vice-President and Grand Master of the "Supreme Council of Universal Co-Masonry," recently performed the ceremony of laying the foundation-stone of the new headquarters near Tavistock-square, W.C. A lease of 200 years has been taken of a building site on the Bedford estate. An imposing building is to be erected from designs by the well-known architect, Mr. E. L. Lutyens. It is estimated to cost at least £40,000. Mrs. Besant is asking the members of the Society to raise a fund of £25,000 for the purpose. The stone-laying ceremony was performed with full "Masonic" honours. A temporary "Masonic" Lodge was first opened, and the brethren then formed in procession and wearing their regalia and headed by sword-bearers, officials, Knights of the Rose Croix, and others of the Order bearing standards and lodge banners, marched round the plot of land. The Fellow of the Society hunched up the rear, making the procession distinctly imposing. Mrs. Besant delivered a brief address, in the course of which she said that the scheme for providing headquarters was practically secured of success. The necessary business preliminaries had progressed with gratifying results, and she was already possessed of £11,000 as the result of two days' collecting. They had met together to start the building in that mighty city of a temple which should stand for human brotherhood without regard of race or creed or class or colour, and they hoped to labour there for very many happy years to come. Mrs. Besant mentioned that she was about to depart for India to take part in the work of the Society there, but said she was leaving the continuance of the work here in loving and able hands, and in this connection she expressed her indebtedness to the Vice-President of the Society, Mr. A. B. Street.
A hymn of praise was then sung, and the stone having been formally laid, the hymn "Hail Eternal" by Whose aid "we sang, and the proceedings terminated with the singing of the Society's version of the National Anthem.

WEATHER REPORT.

On the 26th at 12.05 p.m.—The barometer has fallen moderately in the Philippines and also over N. China.
The fall over the former area is due to a typhoon which, at present, is situated to the East of Luzon. It is moving towards W.N.W. or N.W.

A depression is shown also, over N. China. The returns from Japan are lacking, but probably pressure remains high over that area. The wind will freshen considerably from N. and N.E. over the N.E. part of the China Sea during the next 24 hours.

Hongkong rainfall for the 24 hours ending at 10 a.m., to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT FORECAST.

Hongkong & Neighbourhood

Formosa Channel N.E. winds, fresh

South coast of China between Hongkong and Lamook. Same as No. 1.

South coast of China between Hongkong and Hainan. Same as No. 1.

N.E. winds, moderate; fine.

CHINA COAST METEOROLOGICAL REGISTER.

September 25th—At A.M.

September 25th.—AT A.M.							
Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.		Weather.
					Direction.	Force.	
Tostock	7 a.	30.01	64	96			
Nemuro	6 a.				ENE	1	o
Hakodate	"						
Tokio	"						
Koshi	"						
Nagasaki	"						
Kagoshima	"						
Oshima	"						
Naha	"						
Ishijima	"						
Bonin Is.	"						
Chifu	6 a.						
Wei-hai-wei	9 a.	29.95	71	100	SSW	6	or
Hankow	6 a.						
Kiukiang	"						
Shanghai	9 a.	30.02	81	74	ENE	2	o
Changhai	"	29.99	79		ENE	3	o
Changhai	"	29.96	79		ENE	1	b
Harp Peak	6 a.	29.97	83	67	ENE	1	b
Nanjing	"	29.91	77	91	ENE	1	b
Katewa	5 a.	29.90			E	4	o
Hokoku	"	29.92			E	0	o
Ichu	"	29.88			E	2	o
Ichu	"	29.87			NE	8	o
Wang-tai	"	29.86			NE	8	o
Wang-tai	9 a.					6	o
Wang-tai	10 a.	29.95	84	68	E	2	o
Wang-tai	"	29.92			E	1	o
Wang-tai	"	29.94	86		E	1	o
Wang-tai	9 a.					1	o
Wang-tai	"						
Wang-tai	8 a.	29.97	77		NW	2	o
Wang-tai	"	29.93	75		E	4	o
Wang-tai	"	29.90	77		NE	1	o
Wang-tai	6 a.	29.75	81		NE	0	o
Wang-tai	10 a.	29.76	84	77	N	0	o
Wang-tai	6 a.	29.67	77		N	0	o
Wang-tai	9 a.				SW	2	o
Wang-tai	"	29.73	82		SW	1	o
Wang-tai	"	29.79	86		S	2	o
Wang-tai	"	29.89	85				o

SHIPPING

ARRIVALS.

BRANFAR, British str., 2,315, A. T. Brain, 26th Sept.—Kowloon, 24th Sept., General—Hamburg, Antwerp, & London.

HANSHOW, British str., 999, Ryers, 26th Sept.—Shanghai and Amoy 24th September, General—Butterfield & Swire.

KWONGKANG, British str., 1,428, W. F. Richard, 26th Sept.—Shanghai and Swatow 25th Sept., General—Jardine, Matheson & Co.

LUCEWIC, British str., 4,105, J. Mathis, 26th Sept.—Mojito 20th Sept., General—Bank Line Ltd.

NIKKO MARU, Japanese str., 3,439, M. Yagi, 26th Sept.—Yokohama 16th Sept., General—Nippon Yusen Kaisha.

NIPPON MARU, Japanese str., 3,452, A. G. Stevens, 26th Sept.—Yokohama 18th Sept., Rice and General—Toyo Kisen Kaisha.

KUJI, American str., 1,408, S. A. Crosby, 26th Sept.—Manila 23rd Sept., General—Shewan, Tomes & Co.

SHANGHAI, British str., 1,320, Simons, 26th Sept.—Hongkong 24th Sept., Coal—Butterfield & Swire.

TIENSIN, British str., 1,227, W. O. Jones, 26th Sept.—Wanchow 20th Sept., Coal—Butterfield & Swire.

TIENHAI, Dutch str., 2,470, J. P. Schöten, 26th Sept.—Sourabaya 16th Sept., Sugar—Java-China-Japan Line.

WAKASA MARU, Japanese str., 3,584, N. Nielsen, 26th Sept.—Singapore 20th September, General—Nippon Yusen Kaisha.

YUENSHANG, British str., 1,128, P. H. Rolfe, 26th Sept.—Manila 23rd September, General—Jardine, Matheson & Co.

CLEARANCES.

At the Harbour Master's Office, 26th September.

Choshin Maru, Japanese str., for Swatow.

Hongkong, British str., for Sandakan.

Hongkong, French str., for Peking.

Kama Maru, Japanese str., for Singapore.

Kanamaru Maru, Japanese str., for Nagasaki.

Kwongkong, British str., for Canton.

Nansang, British str., for Singapore.

Quinta, German str., for Hainan.

Shiang, British str., for Shanghai.

DEPARTURES.

26th September.

CALEDONIAN, French str., for Europe, &c.

CHANGSHA, British str., for Australia.

CHIPPING, British str., for Shanghai.

CLARA JENSEN, German str., for Singapore.

DAGNY, Norwegian str., for Canton.

DARDAUS, Dutch str., for Shanghai.

EMPIRE, British str., for Shanghai.

GERMANIA, German str., for Pionpion.

HAIXIAN, British str., for Swatow.

JINSEN MARU, Japanese str., for Singapore.

LIGHTNING, British str., for Singapore.

TEAM, British str., for Manila.

VORWÄRTS, Austrian str., for Singapore.

SHIPPING REPORTS.

The British str. Yuenyang reports: Fine weather.

The British str. Tientsin reports: Fresh to moderate N.E. wind and rough sea.

PASSENGER LIST.

Per Yuenyang, from Manila, Mr. E. M. Terry and Mr. T. J. Jackson.

Per Nippon Maru, from San Francisco, &c., for Hongkong: Miss Helen Anket, Mrs. Margaret Barr, Miss Margaret Barr, Mrs. A. G. Connors, Mr. W. T. Penn, Miss J. J. Connors, Miss L. H. Higgs, Mr. H. G. Hestall, Dr. F. Howard Kew, Capt. P. Paffen, Miss J. Madar and Mr. E. Wilke; for Manila, Messrs B. Graham, L. H. Kirby, H. F. Kerr, C. A. Loeh, P. Seidner, W. A. Smith, E. Sullivan, and Mrs. J. E. Sears.

Per Nikko Maru, from Japan, &c., for Hongkong: Mr. and Mrs. Herrington, Mr. and Mrs. D. P. Sullivan, Mrs. A. Crippin, child and amah, Mr. and Mrs. O'Connell, 2 children, Miss M. Hand, Mrs. S. C. Burgess, Mrs. V. Churcho, Mrs. W. H. Clarke, Miss C. Clarke, Mr. G. Kogitima, Miss Eyles, Mr. J. Tokigawa, Mrs. Toms, 3 children and amah, Miss Ferge, Mr. Hanisch, Mrs. W. H. Davidson, Mr. S. Yamamoto, Mr. C. Larsen, Mr. C. Nishimura, and Mrs. I. Kawachi; for Manila, Mr. E. Wickham, Mr. L. A. Winkol, Mr. R. Y. Hanton, Mrs. T. Sugimura, child and amah, Mr. and Mrs. T. H. Dillon, Dr. and Mrs. Mueller, Mr. W. H. Seaton, Mr. V. Dodge, Mr. Kriemann, Mr. V. Jones, and Mr. C. Yamamoto; for Sydney, Mr. K. Morita, Mr. E. de Barr, Mr. Y. Kunkane, Capt. N. Nomura, Dr. and Mrs. Carson.

TO DEPART.

Per Kama Maru, for London, &c., Consul and Mrs. Mosher, Miss Mosher, Mr. and Mrs. Belchenko and 2 children; Viscount Nabeshima, General Viscount Oshima, Colonel Nakagawa, Mr. Iriawa, Com. Ando, Mr. Kikkawa, Major and Mrs. Fyfe, 2 children and nurse, Mr. Y. K. Ego, Mr. Matsuda, Mr. P. Kikuchi, Mr. Tuxford, Dr. S. Okamoto, Com. P. Kikuchi, Mr. Tuxford, Mrs. Shelton Hooper, Mr. T. Koguro, Mr. Curt Leonhardt, Mr. Howlands, Mr. V. Nelson, Mr. N. Akazawa, Mr. S. Watanabe, Mr. M. Boyd, Mrs. Southward, Mr. and Mrs. Yoshii, Mr. H. Takeuchi, Mr. Roebur, Mr. M. M. Pearce, Mr. and Mrs. Tinsion, Miss F. Clarke, Messrs Makitani, Arai, Iwata, Hijikata, E. Sanks, Richardson, Nomura, Masuda, Nomura, Morita, Ishii, A. M. Appleford, Sakaguchi, Uyehata, D. P. Genonnet and G. de Moacan.

STEAMERS PASSED THE CANAL.

August 25th—Seneca, Athens. 29th—Canada Simla. Sept. 1st—Dardanus, Glauco, Kaga Maru, Poma, Sackon, Tokita, 5th—Bayer, Benarig, Benloum, China, Finthies, Montrose, Suruga, 8th—Beneleuch, Malta, Syria. 12th—Glaize, India, Liberia, Teentoe, 15th—Alicious, Benavon, Cyclops, Inverclyde, Klati, Paris, Prinz Edl. Friedrich, Afghan Prince, 19th—Geylon, Ernest Simons, Kennebec, Persus, Segovia, Victoria, Talisman, Ancon, Vandalia, Arcadia, Frengels, 22nd—Isula Maru, Benaron, Jescic, Namsur, Nore, Tourane, Yunnan.

ARRIVALS AT HOME.

Sept. 22nd—Honorlich, Igo Maru, Pembrokehire, Specia, Tydeus.

LATEST STEAMER MOVEMENTS.

The str. Indramayo left New York on the 11th ult. for Hongkong via Manila, and is due here on or about the 2nd prox.

The C.P.R. Co.'s str. Empress of India, which left here on the 2nd instant, arrived at Victoria, B.C., on the 23rd inst.

The T.K.K. str. Chio Maru sailed from Yokohama for San Francisco on the 26th inst., and is due there on or about the 12th prox.

The T.K.K. str. Shingo Maru is expected to leave San Francisco on the 27th instant.

The T.K.K. str. Kyo Maru sailed from Honolulu on the 22nd inst. for Pionpion and Chilean ports via Mexico.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's

2. From Harbour Master's to Blake Pier

3. From Blake Pier to Naval Yard

4. From Naval Yard to East Point

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via USUAL PORTS OF CALL	ASSAYE	Brit. str.	—	G. W. Cockman, R.N.R.	P. & O. S. N. Co.	On 30th inst., at Noon
LONDON, HAMBURG & ANTWERP	GLENTURRET	Brit. str.	—	H. E. Evans, R.N.R.	Shewan, Tomes & Co.	On 30th inst.
LONDON & ANTWERP via SINGAPORE, &c.	SUNDA	Brit. str.	—	Jäger	P. & O. S. N. Co.	On 4th Oct., at 10 A.M.
ROTTERDAM, HAMBURG & ANTWERP, &c.	FURST BULOY	Ger. str.	k.w.	v. Dühren	HAMBURG-AMERIKA LINE	On 11th Oct.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BELOGRAVIA	Ger. str.	k.w.	Weyhausen	HAMBURG-AMERIKA LINE	On 26th Oct.
HAVRE, BREMEN & HAMBURG, &c.	SUEVIA	Ger. str.	k.w.	Rassau	HAMBURG-AMERIKA LINE	On 29th inst.
HAVRE & HAMBURG via STRAITS, &c.	SENESAMBA	Ger. str.	k.w.	Eckhorn	HAMBURG-AMERIKA LINE	On 30th Oct.
HAVRE & HAMBURG via STRAITS, &c.	BAVERN	Ger. str.	k.w.	Brehmer	HAMBURG-AMERIKA LINE	On 10th Nov.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	AKI MARU	Jan. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 14th Oct., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	MISHIMA MARU	Jan. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 25th Oct., at D'light
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	CHICAGO MARU	Jan. str.	—	K. Noda	NIPPON YUSEN KAISHA	On 3rd Oct., at 11 A.M.
NAIING GONG ALGERS, GIBRALTAR & SOUTHAMPTON	TAMBA MARU	Jan. str.	—	Th. Stollberg	NIPPON YUSEN KAISHA	On 10th Oct., at Noon
BOSTON & NEW YORK	SAISUMA	Brit. str.	—	Sheppard	DOUGLAS LARPAKE & CO.	On 4th Oct., at Noon
VANCOUVER, B.C. & SEATTLE & PORTLAND, &c.	WELSH PRINCE	Am. str.	—	G. B. McGill	DOUGLAS LARPAKE & CO.	About 7th Oct.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	W. Davison	THE BANK LINE, LIMITED	On 17th Oct.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONGOLIA	Brit. str.	1 m.	S. Robinson	CANADIAN PACIFIC R. CO.	On 10th Oct., at Noon
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	NIPPON MARU	Jan. str.	—	A. G. Stevens	OSAKA SHOSEN KAISHA	On 14th Oct., at 11 A.M.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	PERSEA	Brit. str.	—	M. Yagi	CANADIAN PACIFIC R. CO.	On 30th inst., at 1 P.M.
AUSTRIAN PORTS via MANILA	NIKKO MARU	Jan. str.	—	F. Brunsing	PACIFIC MAIL S.S. CO.	On 26th Oct., at 1 P.M.
AUSTRIAN PORTS via MANILA	PRINZ SIGISMUND	Ger. str.	—	M. Hagino	NIPPON YUSEN KAISHA	On 29th inst., at Noon
KOBE & YOKOHAMA	KAHA MARU	Jan. str.	—	F. Tsecke	MELCHERS & CO.	On 7th Oct., at D'light
KOBE & YOKOHAMA	RINZ WILDEMAR	Ger. str.	—	M. Winkler	MELCHERS & CO.	To-morrow, at 11 A.M.
JAPAN	TYMANOR	Jan. str.	—	Forrest	NIPPON YUSEN KAISHA	About 17th Oct.
MEXICAN, PERUVIAN & CHILEAN via JAPAN	BUYO MARU	Jan. str.	—	Speeher Wilde	JARDINE, MATHESON & CO., LD.	To-day, at Noon
SHANGHAI via SWATOW	DELHI	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	To-day, at Noon
SHANGHAI	WAKASA MARU	Jan. str.	—	N. Nielsen	NIPPON YUSEN KAISHA	To-day, at 5 P.M.
SHANGHAI MOJI & KOBE	CHIHUA	Brit. str.	—	W. E. Hickoy	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI MOJI, KOBE & YOKOHAMA	CANDIA	Brit. str.	—	J. B. Harris	BUTTERFIELD & SWIRE	About 28th inst.
SHANGHAI	ANHU	Brit. str.	—	W. F. Richard	BUTTERFIELD & SWIRE	On 30th inst., at M'night
SHANGHAI NAGASAKI, KOBE & YOKOHAMA	KWONGKANG	Brit. str.	—	E. Malchow	JARDINE, MATHESON & CO., LD.	On 1st Oct., at D'light
SHANGHAI	CHONGHANG	Brit. str.	—	M. Courtney	JARDINE, MATHESON & CO., LD.	About 4th Oct.
SHANGHAI MOJI, KOBE & YOKOHAMA	MAITA	Brit. str.	—	G. M. Montford, R.N.R.	P. & O. S. N. Co.	On 5th Oct., at Noon
SHANGHAI KOBE & YOKOHAMA	BAVERN	Brit. str.	—	H. Powell	HAMBURG-AMERIKA LINE	About 5th Oct.
SHANGHAI YOKOHAMA, KOBE & MOJI	DEVANHA	Brit. str.	k.w.	M. v. Wijk Junians	OLDF WIK & CO., LTD.	About 13th Oct.
SHANGHAI	CANTON	Brit. str.	—	H. A. Wall	JAVA-CHINA-JAPAN LINE	On 1st Oct., at 10 A.M.
SHANGHAI	TAIBODAS	Dut. str.	—	W. C. Pasmore	OSAKA SHOSEN KAISHA	To-day, at 10 A.M.
SHANGHAI	DAIJIN MARU	Jap. str.	—	J. S. Roach	BUTTERFIELD & SWIRE	On 29th inst., at 1 P.M.
SHANGHAI	CHOSHUN MARU	Jap. str.	—	W. O. Evans	DOUGLAS LARPAKE & CO.	On 3rd Oct., at 1 P.M.
SHANGHAI	SHAOHSING	Brit. str.	—	J. W. Jones	BUTTERFIELD & SWIRE	On 6th Oct., at 1 P.M.
SHANGHAI	HAICHING	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & CO., LD.	To-morrow, at Noon
SHANGHAI	HAITANG	Brit. str.	—	S. Crook	BUTTERFIELD & SWIRE	On 30th inst., at 2 P.M.
SHANGHAI	HANGKOW	Brit. str.	—	M. C. Smith	JARDINE, MATHESON & CO., LD.	On 10th Oct., at 4 P.M.
SHANGHAI	YUENSHANG	Brit. str.	—	J. P. Schöten	SHAWAN, TOMES & CO.	On 20th Oct., at 4 P.M.
SHANGHAI	KAIFONG	Brit. str.	—	G. M. B. Lake	NIPPON YUSEN KAISHA	Quick despatch.
SHANGHAI	KWONGKANG	Brit. str.	—	H. E. Malin	JARDINE, MATHESON & CO., LD.	On 3rd Oct.
SHANGHAI	RUBI	Am. str.	—	G. P. Matlock	JARDINE, MATHESON & CO., LD.	To-morrow, at Noon
SHANGHAI	ZAPIRO	Am. str.	—	F. Semblil	JARDINE, MATHESON & CO., LD.	On 5th Oct., at Noon
SHANGHAI	TIENHAI	Dut. str.	—	F. Jamieson	MELCHERS & CO.	To-day, at Noon
SHANGHAI	HOMBY MARU	Jap. str.	—	E. de Catalano	BUTTERFIELD & SWIRE	To-morrow, at Daylight
SHANGHAI	NAMANG	Brit. str.	—			
SHANGHAI	FAUSANG	Brit. str.	—			
SHANGHAI	LAIBANG	Brit. str.	—			
SHANGHAI	CHONGKANG	Brit. str.	—			
SHANGHAI	BORNEO	Brit. str.	—			
SHANGHAI	SINGAN	Brit. str.	—			
SHANGHAI	SI-KIANG	Brit. str.	—			

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"GNSEINAU"	Capt. Th. Stollberg, 16,000	Wednesday, 4th Oct., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ FRIEDRICH"	Capt. E. Malchow, 15,000	About 4th Oct.
MANILA, YAP, MARONN, SAMARANG, PENANG & CALCUTTA	"P. E. SIGISMUND"	Capt. F. Brunsing, 6,000	Saturday, 7th Oct., D'light.
ROBE and YOKOHAMA	"PRINZ WALDEMAN"	Capt. F. Iscke, 6,000	About 17th Oct.
KUDAT and SANDAKAN	"BORNEO"	Capt. F. Semblil, 5,000	Middle of Oct.

All the Steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 25th September, 1911.

PASSENGER SEASON 1912.

NORDDEUTSCHER LLOYD, BREMEN. TO EUROPE BY THE

MAGNIFICENT FAST LINERS.

STEAMER	DISPLACEMENT	ON
"GOEBEN"	17,000 tons	ON FEBRUARY 6TH.
"DERFFLINGER"	17,300	ON FEBRUARY 21ST.
"PRINZ BITEL FRIEDRICH"	16,000	ON MARCH 5TH.
"YORCK"	17,000	ON MARCH 20TH.
"PRINZESS ALICE"	20,300	ON APRIL 2ND.
"LUETZOW"	17,300	ON APRIL 17TH.
"KLEIST"	17,000	ON APRIL 30TH.

THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken).

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to

MELCHERS & Co., GENERAL AGENTS.

Hongkong, 1st September, 1911.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE. "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER. SAVING 5 to 7 DAYS' OCEAN TRAVEL.

S.S. "MONTEAGLE" Calls at MOJI instead of Nagasaki. From Hongkong. SATURDAY, 14th Oct. From Quebec. "EMPERESS OF INDIA" Sails 4th Nov. "EMPERESS OF BRITAIN" Sails 1st Dec. "EMPERESS OF JAPAN" Sails 2nd Dec. "EMPERESS OF CHINA" Sails 30th Dec. "EMPERESS OF BRITAIN" Sails 29th Dec. "EMPERESS OF CHINA" Sails 26th January.

Steamships leave HONGKONG at 6 P.M. THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Fastest "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus. Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York \$71.10. Intermediate on Steamers. \$43. Intermediate on Steamers. \$45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line. "EMPERESS OF INDIA" is a new Intermediate Passenger only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Polder Street and Praya opposite Blake Pier.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA.

THE Steamship

"ASSAYE" Capt. G. W. Cockman, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 30th Sept., 1911, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s "Matwa," 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuable, all Cargo for France, Tea and Cargo for London (under arrangements) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the ss. "Persia," due in London on the 11th Nov., 1911.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent, Hongkong, 18th September, 1911.

"GLEN" LINE OF STEAMERS.

For LONDON, HAMBURG AND ANTWERP.

THE Steamship

"GLEN" Will be despatched for the above Ports on SATURDAY, 30th September. For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 26th September, 1911. [1142]

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PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "SATSUMA" ... On or about 7th Oct.

For Freight and further information, apply to R. DOWELL & Co., Ltd., Agents.

Hongkong, 21st September, 1911. [1173]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"WELSH PRINCE" Capt. Sheppard will be despatched for the above Ports on TUESDAY, the 17th October.

For Freight and Passage, apply to ARNHOLD, KARBBERG & Co., General Agents.

Hongkong, 26th September, 1911. [1189]

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POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN
Route to EUROPE.The attention of the public is drawn to page 10, para 20, of the Hongkong Postal Guide for
1911. Stamps intended for postage purposes may be perforated but not obliterated.The Delhi with the English Mail, left Singapore on Friday, the 22nd inst., at 5.00 p.m., and
may be expected here to-morrow at about 6 a.m. This packet brings the parcel mails closed in
London for despatch by the all sea route on the 23rd August, and for despatch overland on the
29th August.

FOR	PER	DATE
Fort Bayard and Haiphong	St. Kiang	Wednesday, 27th, 8.00 A.M.
Swatow, Amoy and Foochow	Choshun Maru	Wednesday, 27th, 9.00 A.M.
Pakhoi and Haiphong	Hongkong	Wednesday, 27th, 9.00 A.M.
Holow	Quinta	Wednesday, 27th, 10.00 A.M.
Singapore, Penang and Calcutta	Namsang	Wednesday, 27th, 11.00 A.M.
Sandakan	Chungang	Wednesday, 27th, 11.00 A.M.
Swatow and Shanghai	Hangsang	Wednesday, 27th, 11.00 A.M.
Nagasaki, Kobe and Yokohama	Kumano Maru	Wednesday, 27th, 11.00 A.M.
Macao	Sui Tai	Wednesday, 27th, 1.15 P.M.
Swatow and Shanghai	Kuochang	Wednesday, 27th, 3.00 P.M.
Weihaiwei, Chefoo and Tientsin	Kuochang	Wednesday, 27th, 3.00 P.M.
SHANGHAI	Delhi	Wednesday, 27th, 4.00 P.M.

SIBERIAN MAIL TO EUROPE	DATE
Shanghai, Kobe and Yokohama	Wednesday, 27th, 4.00 P.M.
Kobe and Yokohama	Wednesday, 27th, 4.00 P.M.
Holow and Haiphong	Wednesday, 27th, 5.00 P.M.

FOR	PER	DATE
Saigon	Hongkong	Thursday, 28th, 11.00 A.M.
Macao	Sui Tai	Thursday, 28th, 1.15 P.M.
Swatow and Shanghai	Chinhua	Thursday, 28th, 3.00 P.M.
Manila (Taking Mails for Cebu and Iloilo)	Tjibodas	Thursday, 28th, 4.00 P.M.
Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth, and Fremantle	Nikko Maru	Friday, 29th, 11.00 A.M.
Swatow, Amoy and Foochow	Haiching	Friday, 29th, Noon
Macao	Sui Tai	Friday, 29th, 1.15 P.M.
Manila	Braemar	Friday, 29th, 3.00 P.M.

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, SHIMIZU, YOKOHAMA, HONOLULU and SAN-FRANCISCO	DATE
SIBERIAN MAIL TO EUROPE	Mongolia

FOR	PER	DATE
Singapore, Samarang and Sourabaya	Fausang	Saturday, 30th, 10.00 A.M.
Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth, and Fremantle	Aidenham	Saturday, 30th, 10.00 A.M.

EUROPE, &c., INDIA VIA TUTICORIN	DATE
(Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents.)	Assaye
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)	Assaye
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.	Assaye
The Parcel Mail will be closed on Friday, the 29th inst., at 5 P.M.	Assaye

Manila	PER	DATE
Taking Mails for Cebu and Iloilo	Yuenang	Saturday, 30th, 1.00 P.M.
Macao	Sui Tai	Saturday, 30th, 1.15 P.M.
Shanghai	Kwonggang	Saturday, 30th, 5.00 P.M.

SHANGHAI	DATE
SIBERIAN MAIL TO EUROPE	Anhui

Swatow, Amoy and Foochow	DATE
Manila, Cebu and Iloilo	Haitan
	Kaifong

EUROPE, &c., INDIA VIA TUTICORIN	DATE
(Late Letters 11.00 A.M. to 11.30 A.M. Extra Postage 10 cents.)	Graischau
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Graischau

COMMERCIAL.

EXCHANGE

CLOSING QUOTATIONS.

September 26th.

ON LONDON	Telegraphic Transfer	194	
	Bank Bills, on demand	194	
	Bank Bills, at 30 days' sight	194	
	Bank Bills, at 4 months' sight	194	
	Credits, at 4 months' sight	110	
	Documentary Bills 4 months' sight	104	
ON PARIS	Bank Bills, on demand	226	
	Credits, at 4 months' sight	231	
ON GERMANY	On demand	184	
ON NEW YORK	Bank Bills, on demand	434	
	Credits, at 60 days' sight	444	
ON BOMBAY	Telegraphic Transfer	434	
	Bank, on demand	134	
ON CALCUTTA	Telegraphic Transfer	134	
	Bank, on demand	134	
ON SHANGHAI	Bank, at sight	754	
	Private, 30 days' sight	76	
ON HONGKONG	On demand	88	
ON MANILA	On demand—Passes	88	
ON SINGAPORE	On demand	768	
ON BATAVIA	On demand	408	
ON HAPONGHONG	On demand	3	
ON SAIGON	On demand	3	
ON BANGKOK	On demand	86	
SOVEREIGNS, Bank's Buying Rate			311.6
GOLD LEAF, 100 fms. per tael			\$57.70
BAR SILVER, per oz.			244d.